

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentino.
 "FATSHAN," 2,260 " R. D. Thomas.
 "KINSHAN," 1,995 " J. J. Lonsius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a second departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons Captain J. Wilcox.
 "NANNING," 59 " G. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 15th November, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA	Second half November	JAPAN	Second half November
TJILIWONG.....	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS.....	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SHIMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 250 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip

\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

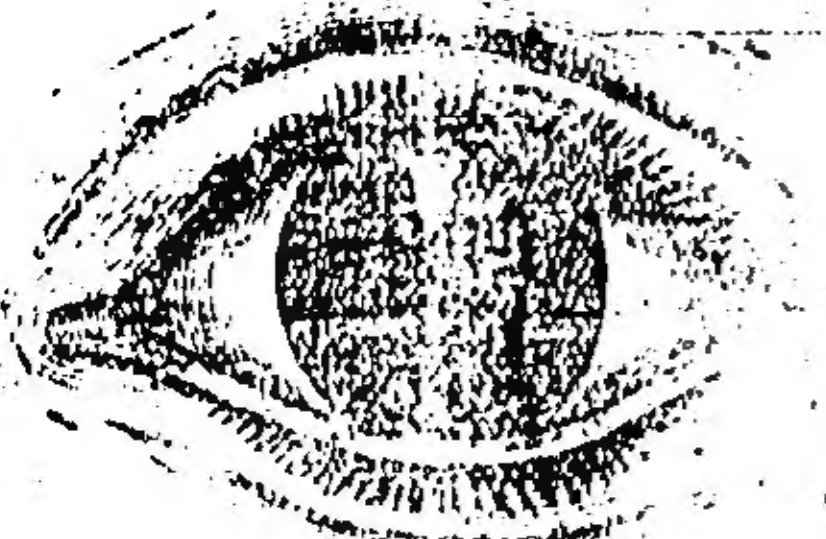
BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER-BRITISH S.S. CO.,

HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OFFICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VUEX ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSUN TING.

LATEST METHODS OF DENTISTRY,

STUDIO AT NO. 14, D'ARQUILLER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

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Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th November.

Content of Packages are required. No Parcel Receipts will be signed for less than \$1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
*TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* is the credit of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, in read of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,307	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.
MANILA	1,790	TUESDAY, 5th February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lem, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.00	£10.00	£7.00	Return £42.00	£27.15
TO BRISBANE	£30.00	£20.00	£14.00	Return £54.00	£36.00
TO SYDNEY	£31.00	£23.00	£15.00	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.00	Return £62.55	£44.55
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer £7. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 21st Nov.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 5th Dec.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE SANDAKAN * WEDNESDAY, 19th Dec.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, or M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 0. 0.
TO PARIS VIA CHENOUET	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 14th November 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 573, 503, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts; A. 1. and Watkins.

Yokohama, May 23rd, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
 7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
 9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
 12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
 1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
 2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
 3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m., 10.15 p.m. every half hour.

SATURDAY.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
 9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
 9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
 12.00 Noon to 1.00 p.m. ... Every 10 minutes.
 1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
 5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
 6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
 7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SUNDAY.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
 Hongkong, 27th August, 1906.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

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THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the Cochin-China Hospital by M. Rostan, M. J. Robert, M. J. Robert, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a powerful purgative, removing all the morbid material from the system, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION No. 2 is a powerful purgative, removing all the morbid material from the system, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION No. 3 is a powerful purgative, removing all the morbid material from the system, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal chemists and druggists, and is also sold by the principal chemists and druggists, and is also sold by the principal chemists and druggists.

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For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 9' 6"
 Capacity 320 tons.
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co., 30, Des Voeux Road, Central, and

HOO CHEONG WO & Co., 51 and 52, Connaught Road, Central, Hongkong, 5th November, 1906.</

Intimations.

Hongkong, 13th November, 1906.

[42] Hongkong, 30th September, 1901

Hongkong, 16th November, 1906.

1101 1102

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 1601 UV-Visible Spectrophotometer. The concentration of chlorophyll was expressed in $\mu\text{g mL}^{-1}$.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS.

BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le Mesurier Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected matter, nor to return any contribution.

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DAILY—\$30 per annum
WEEKLY—\$12 per annum
The rates per quarter and per annum, proportionally. The daily issue is delivered free when the address is accessible to messenger. On request sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 16, 1906.

VICEROY SHUM'S DEPARTURE.

Judging from the report of our correspondent at Canton, the ex-Viceroy of the two Kwang provinces has been behaving of late very much like an over-petted schoolboy. He shuns his quondam friends, simply because they are now under the rule of the new Viceroy. When it was learned that His Excellency Chow Fu was on his way to assume the reins of office at Canton, Viceroy Shum immediately packed his luggage and with all the despatch which a vigorous power of invective and a wide vocabulary could command, he made haste to reach the promised land of Whampoa. At Whampoa his reflections must have resembled in some degree those of Napoleon at St. Helena, for now that his glory has waned he must have pondered on the mutability of human affairs. Would his designs on the trade of Hongkong be supported by the incoming Viceroy? Would Whampoa become one day the premier port of the Orient? It might be so, but the Viceroy who had been the originator of the scheme, *sub rosa* it is true, but none the less the arch-promoter, would be forgotten, and the Viceroy holding office when Whampoa was linked-up with Canton would earn all the praise. And to show how the glory of the mighty has departed we have only to refer to the terms of the report in question. Once it was Viceroy Shum or His Excellency T'ien Ch'iu Hsuan, but now it is simply plain Shum. Not even at Whampoa was the ex-Viceroy allowed to remain in peace, for an erstwhile friend and companion, Admiral Li, hastened to bid him farewell, but Viceroy Shum, now of Yunnan, heard of the project and was back to Canton before the worthy Admiral had rounded the period of

his valedictory address. In Canton it might have been thought the ex-Viceroy was safe, but the fates were against him. Viceroy Chow Fu was informed of his predecessor's return and immediately sent an invitation to attend a farewell banquet which had been arranged in Shum's honour. With a hasty reply that he was too ill to appear in public, His Excellency made a masterly retreat to the Dutch Club, but again he was pursued by the whole gang of newcomers, who were this time headed by Viceroy Chow Fu himself. Once again the astute Shum foiled their efforts, and they had to return discomfited. Meanwhile the steamer *Amoy* by which he had intended to journey to Shanghai had to proceed to Hongkong for repairs, and the ex-Viceroy was momentarily in a quandary, but only for a moment. In a few hurried sentences he unfolded his plans to his bewildered retinue, who were half inclined to resent this imperial game of hide-and-seek, but before they could murmur they found themselves on an unknown vessel bound for an unknown port. Eventually they arrived at Hongkong, but whether they entered the harbour or are spending their leisure hours cruising around the Colony remains to be discovered. The amusing fact remains that after all his declarations to the effect that he would not visit Hongkong at any price, the ex-Viceroy has been obliged by the misfortunes which attend popularity to seek shelter in this most hospitable Colony, and not only that but he will journey to Shanghai on board one of the P. and O. Leviathans. While there is no doubt that the administrative views of Chow Fu and Shum are diametrically opposed—the former holding that China will benefit by increased intercourse with western nations while the latter is equally confident that the salvation of China lies in the elimination of the foreigner from Chinese undertakings—it is rather surprising that the ex-Viceroy should make manifest his opposition to his successor. The better policy would have been to conciliate Chow Fu, interest him in his schemes and endeavour to win him over to the party which has for its motto—"China for the Chinese." His Excellency must recognise, if he gave the matter a second thought, that his refusal to accept the fancies which his compatriots proposed to tender him, and his somewhat unceremonious departure from the provinces over which he has ruled with somewhat mingled success, to say nothing of the direct slight offered his successor, are not calculated to advance his political ends. It was not the Chamberlain who likened the Tsar to the devil, but the Disraeli who spoke of "peace with honour," who attained the highest pinnacle of diplomatic success. To a great extent the ex-Viceroy of the two Kwang passes out of our consideration when he leaves by the English mail steamer tomorrow, but there are possibilities that he may yet make a stir in the western province of China, should he come into conflict with the French Colonial officials.

CHINESE CASTAWAYS AND NAVAL APATHY.

Under the title "Chinese Castaways" we published yesterday the pathetic story of three shipwrecked Chinese sailors who had been picked up, when on the brink of death by starvation—and when they had given up all hope of rescue—by the steamer *Namsang*. They were in a woe-filled plight, but under the care and attention of the officers of the *Namsang* they quickly revived and related their story. According to the report which appeared in the *Singapore Free Press* of the 2nd inst., the men were part of a crew of eight of a junk that was wrecked on a lonely island of the Paracels Group, about 350 miles from Hongkong. The eight castaways suffered incredible hardships, living on roots and shell-fish, and drinking rain water from the crevices of the rocks. Three of the more daring spirits determined to tempt the sea once more and, after ten days' hard work, they succeeded in constructing a frail raft of bamboo, on which they committed themselves again to the perils of the deep. For six days they drifted about and were almost dead when the *Namsang* hove in sight and rescued them, in lat 15.56 N. and longitude 110.30 E. Their trials were at an end, and they were hospitably treated, and taken charge of at Singapore by the Chinese Consul-General, who is to send them back to their homes. But our contemporary asks pertinently "What of the wretched five on the desert island within a day's sailing of the great British port of Hongkong?" The shipwrecked crew arrived in Singapore on the 2nd but it was not until the 6th inst. that full particulars were obtainable regarding the probable whereabouts of the island on which the castaways are, probably still eking out a precarious existence on the jetsam they may find on their isolated rock. In the opinion of the Chief Officer of the *Namsang*, the island on which the junkmen were found is probably one of the Crescent group of which Triton and Money are the outlying islands, but as the coolies stated that they saw a hill in the distance it is conjectured that the castaways are on Duncan Island. The harbour authorities at Singapore seem

to have been remarkably lax in taking any steps to verify the narrative related by the rescued Chinamen, and no effort appears to have been made either to send assistance to the "Crusoes" or to communicate with the Admiralty officials at Hongkong on the subject. Obviously, what should have been done was to authenticate so far as possible the truth of this somewhat sensational tale of the sea and inform the naval authorities here of the main facts. It might not have been possible for the Chief Naval Officer at Singapore to despatch any of the warships at that point to the Paracels, but the same difficulty does not exist in Hongkong. There are half a dozen cruisers and torpedo boats in the harbour at present which could have been sent to search for the missing Chinese, and even if their mission had proved fruitless it would have been none the less meritorious. Moreover, the Paracels are within a day's journey of Hongkong, and the cruise could not have affected the regular routine of a single unit of the China squadron. It is unfortunate that the British fleet in these waters seems to be dominated by a spirit of red-tapeism which precludes independence and initiative. In the days following the Russo-Japanese war, merchant vessels from the north repeatedly reported that the difficult passage to Newchwang and Chefoo was rendered doubly dangerous by the presence of floating mines. Many vessels were sunk and many more damaged by the mines, yet although British merchantmen abounded in these seas and the trade of Great Britain was being menaced by the competition of Norwegian and Japanese steamers, the British fleet whose duty it is to protect British interests remained inactive. The suggestions made time and again that the fleet might be more usefully employed in locating and sinking these engines of destruction than participating in pleasures of the port were passed unheeded, the squadron quietly lying at anchor in Hongkong harbour. But a more recent case, which is fresh in the minds of everybody, occurred, in which the amazing apathy of the naval authorities to the opinions of the people was displayed. The British ship *Amoy*, with H. E. Viceroy Chow Fu and entourage on board, was expected to arrive at Hongkong within a specified period. Day after day passed and there was no sign of the *Amoy*. Hardly a soul in the Colony dared hope that the vessel remained above water, but the British squadron made no sign. We submit that when fears began to be entertained as to the safety of the *Amoy*—which meant the safety of the new Viceroy and his staff—it was the plain duty of the authorities to despatch a torpedo boat, if a cruiser could not be spared, to search for the delayed steamer. That is the very first thought that would have occurred to the Admiralty Lords in London, unless that august body has greatly changed—at least it would have been construed as an act of courtesy to China which might have had a very important influence on future events in South China. The squadron has been jaunting in the north all summer, the officers and men enjoying themselves in Japan, Manila and Saigon—why, then, could they not for once give up the allurements of society at the call of humanity? Now we learn that five Chinese sailors are stranded on a desert isle in the vicinity of Hongkong. It may be that until now the naval authorities here were unaware of the predicament of these men; in that case they may be acquitted of all blame, although it does not suit much for the energy of the Chief Naval Officer at Singapore. But now that the facts have been spread broadcast it behoves the commanding officer of the Fleet to maintain the traditions of the Navy by acting on the information received and sending assistance to the marooned Chinese.

The *Free Press* says: "In the eyes of humanity, five Chinese fishermen are as valuable as five Europeans, and what would be done for one should be done for the other. But apart from that, the case has an unpleasant flavour because it may be typical of another case that may arise, any day, in which the 'commercially' more valued European life would be at stake. If the *Namsang* castaways escaped the notice of the authorities for three days, so might the case of any other set of castaways, and that is not creditable to the port or to the British name."

LOCAL AND GENERAL.

THE H. T. *Siddons* is expected to return to Hongkong about the 19th inst.

CAPT. J. H. M. Beasley, R.G.A., armament officer, Hongkong, has been noted for appointment to the Hongkong Singapore battalion.

POLICE-constable Clark, of Tsim-ta-tui Police Station, boarded an incoming fishing junk, No. 8507, off Blackhead's Point last night, because he saw no bright light on the junk's masthead, and arrested the master, whom he proceeded against before Mr. F. A. Hazleland this morning, for failing to exhibit a light on his junk while entering the port. The defendant said there was a light at the stern of the junk. His Worship said another was required aloft, and fined him \$7.

THE following have been chosen to represent Hongkong Cricket Club in their match against the "Navy" to-morrow, commencing at 1.15 p.m.:—R. Hancock, Harry Hancock, W. C. D. Fu-ner, W. A. Powell, C. H. Mackay, T. Sercombe Smith, R. A. H. Pansbury, R. E. O. Bird, H. H. helms, E. A. Fowler, and N. H. Rutherford.

LANCER-Sergeant Winter, of the Water Police Station, arranged the coxswain of the steam launch *Hot Nam* before Mr. F. A. Hazleland, at the Police Court to-day, for carrying nineteen passengers in excess on board his launch on the 14th inst. The *Hot Nam* is a Yau-ma-tei ferry launch. The coxswain admitted the charge and paid \$20.

MR. Sakawa, Director of the Agricultural Bureau in the Department of Agriculture and Commerce, has accepted the post of president of the Great Japan Sugar Refining Company, and he will resign his present office in a few days. The Great Japanese Sugar Refining Company is the title to be adopted upon the incorporation of the two companies of Tokio and Osaka.

BY kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Bait, "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 17th inst.:

March—"Stars and Stripes".....Soma
Overture....."Allegretto".....Thomas
Valse....."La Serenata".....Isaone
Selection from.....Faust.....Gounod
Menuet and Trio....."The Water Scene".....Mozart
Selection from....."Les Cloches de Corneville".....Plamondon
God Save the King.

GEORGE PRESTON, A.B., and sailmaker, employed on board the sailing ship, *I. F. Chapman*, who pleaded guilty yesterday to a charge of stealing a bicycle from one A. E. Moy Hing, particulars of which were reported in last evening's issue of this paper, was brought up on remand before Mr. F. A. Hazleland, this morning, at the Police Court. The captain of the sailing ship was also in Court, and so was the American Consul. From the skipper the Court learnt that the *I. F. Chapman* was not sailing until the latter part of December. His Worship sentenced defendant to one month's hard labour. The captain was also informed that in case the ship should sail before schedule time he should apply to the Court, who would order Preston's release to rejoin the ship.

WHILE Sergeant Appleton was returning to Yau-ma-tei Police Station yesterday morning on board a ferry launch he noticed that a coolie who did not pay his fare was hobnobbing around to catch passenger begging for alms. The sergeant kept his eye on the man, and when the launch drew alongside the pier he arrested him and removed him to the Station. At the Station the man gave his name as Pang Sing and his profession a beggar. He was searched and \$13.85 was found in his pocket. He complained of being a cripple and unable to work. A medical man was called and he testified that there was nothing wrong with the man. He was only shamming. He was charged before Mr. F. A. Hazleland, this morning, at the Police Court, with begging. The Court was of opinion that the money found on defendant was got through begging, and fined him \$10. The defendant did not want to pay his fine. He said he preferred to do the fourteen days. As the police held his money they were kind enough to pay his fine for him, returning \$3.85 to the coolie, who disappeared soon after.

OXFORD LOCAL EXAMINATIONS.

Dr. Geo. H. Bateson Wright, local Secretary, has kindly communicated to us the following results of the Oxford Local Examinations held in July last—

- HONOURS.
Boys. Senior, Third Class.
(1) Ezra, J. N. J., A.A.
Girls. Preliminary, Third Class.
(1) Board, D. E. Distinguished in Geography.
PASS LIST.
Boys.
SENIOR.
(1) Anderson, H., A.A. (2) Thom, W., A.A.
(3) Colrus, J., A.A. (4) Cheung Ting-shang, A.A.
(5) Drude, W., A.A. (6) Chan Kwan-lam, A.A.
(7) Siemsen, F. F., A.A.
Over Age.
(1) Ng Cheung-hau (2) Tso Shiu-chung
JUNIORS.
(1) Hand, F. J. (2) Mooney, R. J.
(3) Hastings, R. J. (4) de Graec-Uzorio, F. M.
(5) Jex S. (6) Laurel, L.
(7) Muthaey, H. W. (8) Tsui Yan-sau, S.
(9) Chung Sing-yow (10) Vieira, B.
Over Age.
(1) Whitfield, P. (2) Tso Shiu-fan
(3) Wong Tin-fong (4) Wan Lu-shing
PRELIMINARY.
(1) Sinn, W. (2) Ng Ka-pui
(3) Marquee, E. (4) Pun Kwok-cheung
(5) O'Brien, P. (6) Robson, R. N.
(7) Sternberg, M. (8) Chau Yung-win
(9) Chung Qui-sung (10) Wan Yik-shing
Over Age.
(1) Chau Yan-sz (2) Sequeira, C.
(3) Lai Shun-on (4) Souza, J.
(5) Ascensio, J. (6) Ho Yan-chiu
(7) Beltrao, M. (8) Lo Chiu-hoi
(9) Eliza, P. (10) Lo Lu-min
(11) Ezra, T. (12) Ozorio, D. D.
(13) Laurel, E. (14) Wei Wing-hon
(15) Lopez, F.
Girls.
JUNIOR.
(1) Berrington, D. (2) Niel, A.
(3) Muskett, M. M. (4) Hoare, M. le M.
Over Age.
(1) Hoare, A.
PRELIMINARY.
(1) Evans, J. E. (2) Palmer, M. A.
Certificates may be expected in a fortnight.
(3) Diocesan School (4) Queen's College
(5) St. Joseph's College (6) St. Stephen's Coll.
(7) Kowloon Grammar (8) Private Tuition School.

SHUM IN HONGKONG.

UNOSTENTATIOUS ARRIVAL.

LEAVES TO-MORROW BY THE P. & O. "DEVANHA."

His Excellency Shum seems to be following the fivine precedent in the mysteriousness of his movements. Elsewhere will be found the account of our Canton correspondent showing the delightfully naive game of hide-and-seek that his Excellency has been playing in those parts with his subordinates and fellow-officials of Kwangtung province.

After sighting his old henchman and staunch supporter Admiral Li, Viceroy Shum seems to have gone to ground temporarily at the Dutch Folly at Canton having given the devoted Admiral the slip at Whampoa—and awaited his chance of crawling out thence without notice or molestation, with Hongkong as his objective.

This morning at an early hour rumours reached us that at last Hongkong had the actual felicity of being the distinguished gentleman's host, and from what we have gleaned later we learn that this happiness may be extended till to-morrow evening; though to the over-curious we may give one small piece of advice—Don't seek to see him, for you'll never find him. Viceroy Shum, with his secretary, staff, and slaves, has gone to ground again somewhere within the precincts of the Colony.

Our representative searched every river-steamers in vain for a record of his arrival, without success; but finally he managed to learn that his Excellency had come in during the small hours of the morning in the I. M. C. revenue-cruiser *Sam Hing* and landed in a most unostentatious manner somewhere or elsewhere, with his staff of forty-three persons, at told.

His Excellency is accompanied on this occasion by a secretary who speaks only French. Viceroy Shum has booked passages for himself, secretary and retinue by the P. & O. s.s. *Devanha*—Capt. Hildebrandt—leaving this Colony for Shanghai to-morrow evening. His Excellency has engaged two saloons for himself, where he will take his meals, one room for his secretary, and twelve berths in the first class.

In addition to these there will be eight of his junior officials in the second class, and fifteen servants will travel as deck passengers. It is devoutly to be hoped that upon his arrival in the Northern port His Excellency will brace up a bit and make his advent a little more worthy of a Viceroy.

Before his appointment to Kwangtung he had always been conspicuously tacit and popular, and his bravery during the rebellion in Kwangsi in 1903-4, when he personally led his troops against the insurgents—was never questioned.

Captain Hildebrandt has made all necessary arrangements for the reception of Viceroy Shum on board the *Devanha*, and we understand that His Excellency will delay his embarkation till the last moment, in order that his departure may be more quietly and unostentatiously effected.

EVASDES AN INTERVIEW WITH A MIRAL LI.

[From Our Own Correspondent.]

Canton, 15th inst.
As the C. M. S. N. Co's s.s. *Amoy* has returned to Hongkong for repairs, H. E. Viceroy Shum has decided to leave Canton this morning for Hongkong and thence proceed to Shanghai, on board an English steamer.

Admiral Li Chuen paid several visits to Viceroy Shum, but his Excellency refused to grant him an interview. When Viceroy Shum proceeded to Whampoa, the Admiral journeyed thence to see him, but on hearing of the arrival of the Admiral, the Viceroy at once returned to Canton to the Dutch Folly. It is quite unaccountable for the Viceroy to show such unfriendliness to the Admiral, who has been his staunch supporter throughout his term of office.

NOTHER EVASION BY VICEROY SHUM.
H. E. Viceroy Chow and his officials invited H. E. Viceroy Shum to a farewell dinner, but on the plea of ill-health, Shum refused their invitation. Yesterday afternoon at 5 o'clock, Viceroy Chow, the Provincial Treasurer, Kwongchow Prefect and other officials assembled at the wharf and went on board, the Chinese gunboat *Kwong On*, and proceeded then to the Dutch Folly, to bid farewell to His Excellency Shum, but he did not receive them, so they returned to their yamens immediately.

H. E. SHUM'S FAREWELL.

AN EMOTIONAL SPEECH.

[From a Correspondent.]

Canton, 15th November.
Before H. E. Shum, ex-Viceroy of the two Kwang, left Canton, most of the military, naval, and civil officials called at his yamen to bid him farewell and wish him *bon voyage*. After receiving the greetings of the high officials H. E. Shum stood up and thanked them for their kind expressions of good will towards him, and said that China, at the present time, was a very difficult and even troublesome country to administer. There were so many and varied difficulties always besetting the path of an official who endeavoured to conscientiously and impartially perform those duties imposed upon him by law, for what satisfied and pleased one section of the people might upset and enrage another section, and it was almost impossible to steer a middle course. There were some conditions of their duties which it was impossible for them to carry out, while, again, there were others which it was repugnant to them and against their own feelings to have performed, though the law required that such things should be done. H. E. Shum spoke so strongly that all his hearers were struck with the force of his language, many of them even being moved to tears. It is usual for a retiring Viceroy on leaving for good the province over which he has ruled to call before him and make a farewell speech to them, but it is said that no such vigorous address had ever been made on a similar occasion by any Viceroy before, and it was listened to with marked attention by all present.

Later.
Ever since H. E. Shum handed over the reins of office to the Provincial Treasurer to keep until the arrival of H. E. Chow Fu, he has been in a state of anxiety to get to Shanghai for his holiday. It was his intention to go in the *Amoy*, but on account of the delay caused by the necessary repairs to her machinery at Canton, H. E. Shum requisitioned the gunboat *Sam Hing*, and sailed in her to-day for Hongkong, where he will tranship with his retinue to the P. & O. s.s. *Devanha* for Shanghai, sailing on the 17th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE JAPANESE NAVY.

BATTLESHIP "SATSUMA" LAUNCHED.

CEREMONY WITNESSED BY THE EMPEROR AND CROWN PRINCE.

[From Our Own Correspondent.]

Shanghai, 16th November,

2.40 p.m.

The Japanese battleship *Satsuma*, of 10,200 tons, was successfully launched at Yokosuka yesterday.

The Emperor and Crown Prince of Japan were present, and the launching ceremony was witnessed by a huge concourse of people.

The greatest jubilations marked the occasion.

A congratulatory telegram was received from Lord Tweedmouth.

Only thirteen months have elapsed since the keel of the *Satsuma* was laid, which speaks volumes for the energy and celerity of the Japanese shipbuilders.

PRINCE TSAI AT MUKDEN.

CHANGCHUN OPENED TO FOREIGN TRADE.

[From Our Own Correspondent.]

Shanghai, 16th November,

2.40 p.m.

Prince Tsai arrived at Mukden on Wednesday.

Changchun has been opened to foreign trade.

INDIANS IN CANADA.

THE SECRETARY OF STATE'S WARNING.

We have been requested to publish the following despatch, dated 15th November, 1906, from the Secretary of State for the Colonies to His Excellency the Governor of Hongkong:

"The Governor-General of Canada requests me to send you the following message:—

"Some 2,000 people from northern India have arrived at Vancouver during the past season who doublets came under misrepresentation, as they are not suitable for the climate and there is not sufficient field for their employment. Many of them are in danger of becoming a public charge and thus subject to deportation under the law of Canada. Please give public notification and information to this effect to deter further movement. The India Office has been informed."

In yesterday's issue, we referred to the mass of these East Indians who are induced to journey from their native land to Canada. Therein the views of prominent city officials in Vancouver were quoted, from which it was shown that scores of Indians were on the verge of starvation and that the municipality had decided that no additional Indian immigrants should be admitted to the Dominion. It now appears that in most if not all cases the Indians were deluded by visions of the great wealth awaiting them in journey at their own expense to Canada. That they were of the poorest class seemed evident from their appearance while sojourning in Hongkong awaiting transportation to Vancouver. The question arises, as we remarked yesterday, how will the Government deal with the unsophisticated emigrants when they are returned to the Orient and dumped in Hongkong? That they cannot be allowed to remain here is a moral certainty. At the same time, it would be most unfair that the residents of this Colony should be mulcted in the sum required to deport them to India, and in these circumstances, it would seem right that the authorities here should communicate with the Government of India with the view of securing the return of the outlay which must inevitably be incurred when the emigrants arrive at this port for transhipment to India.—Ed. H.K.T.]

THE sap of the birch-tree is convertible into wine, spirit, or vinegar.

DURING the Middle Ages red, not black, was the colour of mourning.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 18th inst.

American (*Doric*) 19th inst.

German (*Prinz*) 20th inst.

German (*Prinz Regent Luitpold*) 21st inst.

Indian (*Latsang*) 26th inst.

The C. P. R. Co's s.s. *Tartar* arrived at Vancouver at 4.30 p.m., on 14th inst.

The Boston S. S. Co's s.s. *Trimoni* sailed from Shanghai yesterday 15th inst.

The Apar Co's s.s. *Gregory Apar* from Calcutta left Singapore yesterday afternoon, and may be expected here on 19th inst.

The Chargeurs Reunis Co's s.s. *Amiral Exelmans* from Antwerp, Dunkirk and ports of call left Singapore yesterday at noon, and is due here on or about the 19th inst.

TELEGRAMS.

[Reader's]

The Cruise of the Atlantic Fleet.

LONDON, 14th November.
It is officially stated that there is no question of the Atlantic fleet making a demonstration in Moroccan waters. The fleet is merely going on its prescribed cruise.

The House of Commons.

The House of Commons resumed the debate on the Land Tenure Bill at 2.45 p.m. to-day.

The Boer Raid.

A detachment of the Cape Police had had an hour's fight with Fenchia's raiders, who retreated to the bush. Two more bands have entered Cape Colony.

Later.

The United States and Japan.

Mr. Metcalf, interviewed, opined that the treaty with Japan guaranteed to Japanese children the right of an education on an equal footing with the most-favoured nations. The Federal Courts would therefore declare the State law unconstitutional.

Great Britain and Germany.

Prince von Buelow, in the Reichstag, quoted Germany's abstention from obstructing Great Britain in Egypt as an example of her unreserved recognition of Great Britain's position in the world. The establishment of friendly relations would require time and patience, owing to the long period of misunderstandings. Too much importance was attached to the alleged personal differences between King Edward and the Kaiser, but neither would allow their personal susceptibilities to affect national interests.

A WONDERFUL NARRATIVE.

STUDENT'S EXPERIENCE AT MACAO.

Hiscoo tipped up the back of his hat, missing black and blue marks, and his neck looking a picture of misery. A Chinese youth, about eighteen years of age, dressed in foreign fashion, dashed breathlessly into the chamber of the Central Police Station yesterday afternoon, shortly after three o'clock, and related a hair-raising yarn to Inspector Smith. He was a student residing with his uncle and aunt at No. 13, Western Street. That morning his uncle gave him five dollars to pay a bill. Before going, however, he borrowed his uncle's gold watch and chain. Instead of going on the errand he took a trip to the Botanical Gardens. He went there to "see" things. He was occupying the seat next to College Gardens reading a pamphlet relating to "The Cause of Gambling," when a shadowy figure sprang from the bush nearby and attacked him. One of the highwaymen seized him by the head and neck and pulled him in his seat while the other two stole his uncle's property. The robbers then disappeared the same way they came. He begged the police to help him to recover the property for, he said, he had better not himself sick now for interviewing his uncle. Inspector Smith took down all the lad had said, and dispatched Detective Sergeant Morrison with the student to the scene of the alleged robbery to investigate. The boy pointed out the place where he said he was "held up," but from the back of the place the detective could not discover any signs of a struggle having taken place there. His suspicions were then aroused, and after a discovery which formed a clue to the alleged robbery. The boy's story had crumpled up, was lying hidden among the bushes, and some distance away from that the detective picked up a few scraps of paper which he pocketed. Then the detective examined the scraps of paper he had found and made them out to be part of a pamphlet for a watch. Although the ticket was made out to the lad's name, which showed that he had pawned a watch some days previously, it had no direct reference to the present case. The police laboured on the case for fully six hours, and were beginning to disbelieve the boy's yarn, when after much questioning he broke down and confessed that all he had said was a tissue of falsehoods.

"I was afraid to go home when I lost my uncle's property and money, so I concocted the story," he said, sobbing loudly. "To tell you the truth, he went on. I gambled the property away. When I got the money and watch and chain from my uncle I took a trip to Macao and visited a gambling shop. I laid the fifty dollars on four, hoping four would turn up. It did not. Two did, I then laid the watch on one. Four came up. I was desperate. All I had then was the chain, which I pawned for twenty-one and four. There was the winning number and I was done." He continued that the gambler men gave him the cost of his passage to Hongkong, and returning here he went to the gardens and invented the story which he gave the police. The youth's uncle had arrived by this time, and after the boy had been severely lectured by the police, he was allowed to return with his guardian, promising the while that it would not occur again.

THE WATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 11.45 a.m.—The barometer has fallen rapidly over Japan, and risen slightly to moderately elsewhere.

"The typhoon exists still as an ordinary depression to the East of the Line. Owing to the disappearance of the high pressure recently covering F. Japan, it will probably now move away to the N.E."

A second depression is moving into the Pacific to the N.E. of Japan.

Pressure is again high over N. China.

Fresh to strong monsoon may be expected over the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fair.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamoo, N.E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

A SOLICITOR'S TOUT

AND HIS TYPEWRITER.

There were no cases of any importance before his Honour Mr. A. G. Wise, Puisne Judge, when he presided in Summary Jurisdiction at the Supreme Court this morning, but one case alone occupied more of the attention of the Court than all the rest of the two dozen odd on the list put together. It was not the importance of the cause of action—it was but a trifling claim of \$15.70 for work done and materials supplied by one Chinese firm to another. There were no solicitors engaged on either side, and when his Honour called for the writ then the trouble began. The details of the claim were supposed to be type-written, but it required more than an ordinary expert to decipher the extraordinary production put before the Court. Among the items were such remarkable productions as "Six" for "Sixty," "pipo" for "pipes," "doudouts" for "defendants," "bilanco" for "balance," "Materiosophia" stood for "material supplied," "diomote" was not a new motor engine but "diameter," "Fislter" meant "Fish Street," and so on through just such another list of gems! His Honour said he would like very much to know who was the author of this remarkable document, and the plaintiff pointed to a man in the body of the Court, saying that he was his amanuensis on this occasion. His Honour called him up, and it was then found he was what is commonly known as a "solicitor's tout," or street-corner lawyer. Addressing this "feudal" His Honour said that he wanted no more of that kind of work put before him; it had caused a considerable amount of the time of the Court to be wasted in an attempt to decipher the curious hieroglyphics, and added that if the man desired to continue his "profession" he had better lose no time in investing in a new type-writer. After some difficulty the plaintiff succeeded in proving his claim, and obtained judgment with costs against the defendant.

CANTON PAY BY DAY.

IMPORTANT INTERVIEW WITH VICEROY CHOW FU.

[From Our Own Correspondent.]

Canton, 15th inst.
Yesterday afternoon Commander Chiang Yuen Ko, paid a visit to H.E. Viceroy Chow Fu at his yamen. He had a long interview with His Excellency, upon important questions concerning Canton military affairs. The interview lasted several hours.

DURING KIDNAPERS.

In Honam, a certain man named Fung was some time ago kidnapped by robbers, but fortunately effected his escape from their custody. Evidently the robbers decided to regain their capture for a few days ago whilst standing in front of the Lung Mon Temple here he was suddenly seized and forced into a sampan, which carried him off. On arriving at Shicheng (outside Canton) the robbers forced him ashore at the point of a revolver, and wrapping a handkerchief round their eyes carried him off in a basket to a temple where they chained and guarded him. The robbers forced him to write to his family, saying that he would be released on payment of a ransom of \$6,000. Unfortunately the night before last, whilst the robbers were sound asleep, he took the opportunity to effect his escape again. Being chained for so long he was unable to walk, so he got a chair to take him home.

DAYLIGHT ROBBERY.

Yesterday about noon a daylight robbery was committed at Sakke Street in the western portion of the city in the home of a man named Wong. Six robbers with revolvers entered the house and held up the inmates. The residents were forced into a room the door of which was then locked. The robbers sacked the building and departed with \$300 cash, pearls to the value of several hundred dollars and a large quantity of clothing. The matter has been reported to the police.

THE YUEI-HAN RAILWAY.

The Board of Commerce (Shanghai) has sent an official to Canton, to inquire and report on the working of Yuei-Han Railway Company. The board thinks the company is not under proper management and is not giving the shareholders satisfaction.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Bovores:—Hongkong Banks \$810, National Bank \$47, Hongkong Fire \$331, H.K. & C. and M. Steamboats \$71, Kowloon Wharves \$88, Shanghai Trucks \$15, Hongkong Wharves \$15, 229, Hongkong Lines \$102, Dairy Farms \$18, Cements \$19, Electric \$15, Tomways \$215, Ewos \$74, Star Ferries (old) \$21, (new) \$17.
Sellers:—Unions \$775, Cantons \$720, China and Manila \$23, Douglas \$240, Shell Transpans \$37, China Sugars \$145, Rums \$9, Hongkong Lines \$15, West Point \$59, Camphire Estate \$14, Cements \$14, China Bankers \$10, China Privileges \$91, Icees \$16, Ropes \$23, China Light and Power \$10, A. S. Watson \$12, Powells \$8.
Sales:—China Firs \$95, Macao Steamboats \$271, Indo-China \$23, Cements \$19, Star Ferries (old) \$21.
Nominal:—Hongkong Pottery \$112.

TO-DAY'S EXCHANGE.

London—Bank T.T. 23 9/16
Do. demand 23 7/31
Do. 4 months sight 23 1/4
France—Bank T.T. 23 1/2
America—Bank T.T. 23 1/2
Germany—Bank T.T. 23 1/2
India T.T. 23 1/2
Shanghai—Bank T.T. 23 1/2
Singapore T.T. 23 1/2
Japan—Bank T.T. 23 1/2
Java—Bank T.T. 23 1/2
1 month's sight 1/10 24 1/16
6 months' sight 1/10 24 1/16
30 days' sight San Francisco & New York 24 1/16
1 month's sight do. 24 1/16
30 days' sight Sydney and Melbourne 24 1/16
4 months' sight France 24 1/16
6 months' sight do. 24 1/16
4 months' sight Germany 24 1/16
Har Silver 24 1/16
Bank of England rate 24 1/16
Sovereigns 24 1/16

THE S.S. "KINSHAN"

COURT OF INQUIRY.

At the Marine Court this afternoon, an inquiry was held into the stranding of the s.s. *Kinshan* Captain J. J. Lossius, on the 18th September last.

The members constituting the Court were the following: Lieut. C. W. Beckwith, R.N., Marine Magistrate, presiding, and with him Lieut. C. R. Boucher, R.N., H.M.S. *King Alfred*, Captain Beetham of s.s. *Empress of India*, Captain J. H. Park, s.s. *Adana*, sitting as assessors.

The letter of Captain John Jacob Lossius, master of the s.s. *Kinshan*, applying for an inquiry to be held, was read by the President, who then read the warrant constituting this Court.

Copies of Captain J. J. Lossius's letter applying for this inquiry had been supplied to the certificated officers of the *Kinshan*. "The President said there were three points to be considered by the Court: (1) Was the master of the *Kinshan* justified in anchoring at Piler Point when he found the ship drifting in an easterly direction? (2) Did the master take every precaution having regard to the valuable lives and property under his charge and (3) If she had both her anchors down and the engines going full speed, do you consider she would have taken the ground?"

Captain Lossius said he left his wharf at 8.30 a.m. on the 18th September, with very strong wind blowing. He managed to go ashore till he got to Cassimun Pass. There were constant squalls until he got to the East Brothers. The sea was running very high, and he went on and anchored at Piler Point. He had four European passengers and over 400 native passengers, and a Chinese crew of 100. His draft was eight feet three inches, and six feet seven inches forward. The typhoon signal was hoisted at the Harbour Office when he left. It was a black drum which indicated that there was a typhoon east of the Colony. He carried two anchors, one weighing 26 cwt and 19 the other. He had ninety fathoms of cable for each anchor. It was about ten minutes to ten when he passed the East Brothers. Witness was on the bridge at the time. The wind was north when he anchored off Piler Point. The vessel then fell off broadside on to the wind, and so he tried to get her round, head to the wind with his engines. He hoisted on his chain to try and bring her head up to wind, and he got her about 30 fathoms of chain, and he could see that the vessel was dragging and drifting broadside on to the wind, head to southward, with 30 fathoms of cable on her anchor. He cleared the East Brothers, still keeping his anchor on the ground. It was impossible to say what the time was. The wind was from the west, and after clearing the Brothers the wind shifted to south-west. He then managed by working his engines to get her stern to the wind. At five minutes past eleven o'clock he took the beach. He saw that the whole of the Brothers as he passed very close. The wind was blowing at hurricane strength. When he passed the Brothers he was trying to get inside them to anchor in shelter. From the time of his passing the North point of the Brothers until he took the ground it was about twenty minutes. When he went ashore the wind was about South, still at hurricane force. Witness had been trading in these waters for ten years. He had been caught in several typhoons.

To Captain Beetham: When he had anchored under one typhoon he dragged. He kept the one anchor on the ground and only 30 fathoms of cable out as he hoped to get her head to wind so as to keep her from rolling. He did not let go the other anchor because she was broadside on to the winds and the gangways were broken up, and the vessel was getting flooded.

To Lieut. Boucher: When he left Hongkong he did not think he would get a typhoon, but only a strong gale, because his glass was still high.

To Captain Beetham: If he had known that the typhoon would have been of such short duration he would have kept her going.

To Captain Park: He had 30 fathoms out when he took the beach.

To the Court: He had his engines going all the time. He did not give her all her chain because he wanted to get inside the Brothers. She was broadside on to the sea, and that made her on that account to a certain extent unmanageable.

Samuel Hellmuth said he was chief officer of the s.s. *Kinshan*. They left the wharf at 8.30 a.m. on the 18th inst., when the wind was blowing very hard from the westward, until he anchored at Piler Point. On the way to the Fairway they stopped to take the crew off a fishing junk. After that he was engaged making everything ready for a typhoon. Just after passing the Cassimun Pass, and were getting near the Brothers the master sent for him and said he had changed his mind, and he would anchor at the Brothers but go to Piler Point. He went forward to the captain's orders, who told him when he let go the port anchor he was to give her 45 fathoms. It was then very thick with blinding rain, and very heavy wind nearly ahead. He let go the port anchor, but there was such a strain on the cable that he had to ease away to 6 fathoms before he dared to put on the brakes. The weather was so thick that he could not see the bridge. The vessel seemed to swing with her head to south-west, still keeping a great strain on the chain. The nature of the bottom, he would imagine, was mud. As the vessel was until he took the ground, he lost sight of everything. There was a tremendous current, and he did not think the anchor ever got a hold of the bottom. She was dragging all the time. Just then he saw a junk under with all hands, but they could do nothing to help her. The wind was then of such force that it blew the awning stanchions out of their sockets, and smashed all the gangways. He then got orders, by the second officer from the captain, to leave in at once, and he started to do so. After much difficulty he managed to leave in about 30 or 35 fathoms of cable. The steamer was then rolling heavily. About quarter of an hour after this he saw what he took to be the north point of East Brothers, very close on the port bow. After passing the Brothers the second officer came and gave him another order from the captain to keep his anchor on the ground, and not leave in any more, or let her drag. Shortly after that he took the beach. The wind was at hurricane force. He had been for four years trading in and out of Hongkong, and had been in typhoons before. On the 18th all the ports were closed, and all ready for a typhoon.

To Lieut. Boucher: He could not say how the engines were being worked as he was not on the bridge. He had no idea why he was told to stop heaving.

To Captain Beetham: He could have let go the anchor then.

To Lieut. Boucher: If he had let slip his anchor he could not say if that would have brought the ship under control. If she had had both her anchors down, and all her chains out he thought she would still have dragged. If they could have got her head on to the wind, with the aid of her steam, he thought her anchor might have held. It was in his opinion

a calamity proceeding to proceed to Piler Point when he got through Cassimun Pass and found the wind increasing, as it was the best thing to do, that being the best anchorage within reach.

The case was proceeding when over represented five left the Court.

CIVIL SERVICE CRICKET CLUB.

The following team has been selected to represent the above club in a match at Craignower C.C. to-morrow. Play to commence on the latter club's ground at 2.15 p.m. Hon. Dr. J. M. Atkinson, Mr. H. T. Jackson (capt.), Mr. E. B. Reed, Mr. F. Fiden, Mr. L. E. Brett, Mr. P. T. Lambie, Mr. A. J. Jordan, Mr. P. P. Adams, Mr. F. Bac n, Mr. W. H. Kelly and Mr. H. W. Dawson (Reserve), Mr. A. Tucker.

CRAIGNOWER V. CIVIL SERVICE C.C.

This League will take place to-morrow at 2.15 p.m. on the Craignower ground. The Craignower team will be as follows: Messrs. L. E. Lummet (Capt.), R. Bass, M. E. Asger, A. O. Brown, L. A. Rose, R. Pestonji, J. T. Kinhard, E. S. Ford, S. E. Green, R. B. Cooper and G. Evans.

Reserve:—E. Irving.

The following is the League table up to date:—

Club.	Matches.	Played.	Won.	Lost.	Drawn.	Points.
Craignower	4	4	3	1	0	6
Kowloon	4	4	3	1	0	6
Civil Service	3	3	1	1	1	3
Hongkong Police	1	1	1	0	0	3
H.K.C.C. "A"	3	1	2	1	0	3
R. E.	2	1	1	0	0	3
Army Staff	3	3	3	0	0	6
3 points a win.						
1 point a draw.						

To-day's Advertisements.



HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On SATURDAY, the 17th November:—

From Saiwan, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 12 Noon.

On TUESDAY, the 20th November:—

From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, the 22nd November:—

From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On FRIDAY, the 23rd November:—

From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On MONDAY, the 26th November:—

From Devil's Peak, towards Waglan, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 27th November:—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 1 P.M.

On WEDNESDAY, the 28th November:—

From Devil's Peak and Lyemun S. D., towards Waglan and Entrance to Junk Bay, at ranges up to 10,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On FRIDAY, the 30th November:—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 1 P.M.

On the 1st and 4th December:—

From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 noon.

On TUESDAY, the 4th December:—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 1 P.M.

On WEDNESDAY, the 5th December:—

From Lyemun S. D., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.

On THURSDAY, the 6th December:—

From Lyemun S. D., and Devil's Peak, towards Entrance to Junk Bay and Waglan, at ranges up to 6,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 11th December:—

From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 noon.

On WEDNESDAY, the 12th December:—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 12 noon.

On THURSDAY, the 13th December:—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2.30 P.M., and finishing at 5 P.M.

On FRIDAY, the 14th December:—

From Belcher F. C., in a North-Westerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 12 noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &c., &c.

Hongkong, 15th November, 1906. [1108]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after 5 P.M., the 17th instant, will be landed at Consignees' risk and expense.

No Eign Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 16th November, 1906. [1075]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, NOVEMBER 17TH, 1906.

DINNER.

Hors D'OEUVRES.

Caviare and Olive Crostons.

SOUP.

Mock Turtle.

FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Chicken en Compote. Patties a la Toulouse.

Baked Macaroni and Tomatoes.

CURRY.

Lamb.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Pheasant and Bread Sauce.

Boiled Bacon and Spinach.

Cold Roast Australian Lamb, Tomato and Onion Salad.

SWEETS.

Vermicelli à la Mode.

Rum Caramel.

Strawberry Ice Cream and Finger Cakes.

Cheese Straws.

DESSERT.

Coffee.

Fruits.

[1107]

FRENCH TERRITORY OF KWONG CHOW WAN.

TENDERS for the FARM during 6 or 8 years of RAW and PREPARED OPIUM imported or prepared on the spot will be received at MATCHE (Kwong Chow Wan) up to December 8th, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 A.M. and 1 P.M.

By Order, GASTON LEBERT, Consul for France.

Hongkong, 16th November, 1906. [1109]

To-day's Advertisements.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On SATURDAY, the 17th November:—

From Saiwan, in an Easterly direction, at ranges up to 10,000 yards, commencing at 10

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 17th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, 9,625 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong, Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macdonald* due in London on the 29th December. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th November, 1906.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, - EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN."

Captain J. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 27th
November, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* 11th December.

S.S. *POLYNESIE* 25th December.

S.S. *CALEDONIE* 8th January.

S.S. *SALAZIE* 22nd January.

S.S. *OCEANIE* 5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th November, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

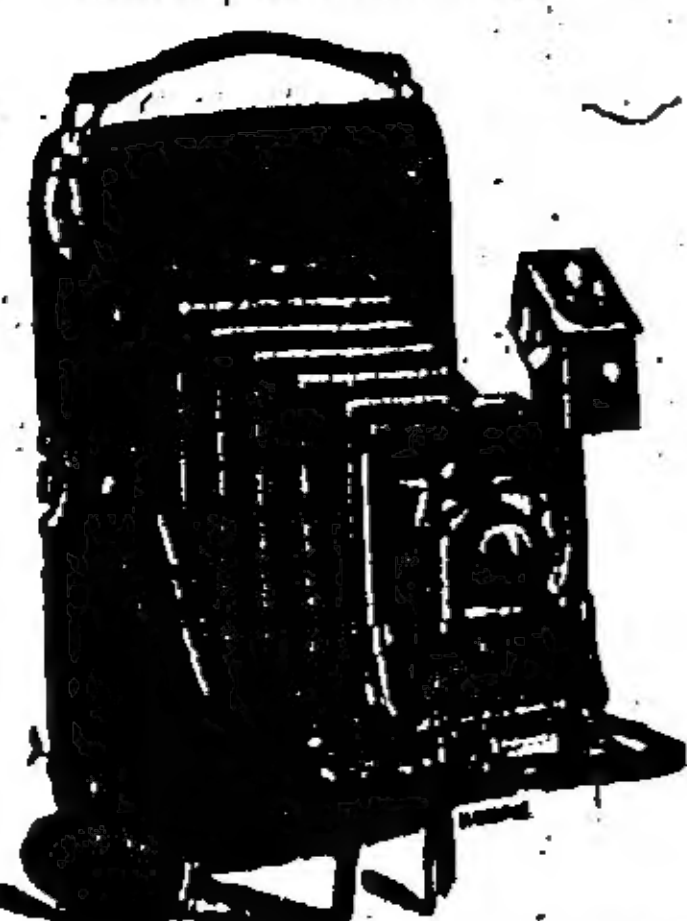
GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th Nov. 1906.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOBIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$210,000 \$12,735 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$815 London 2/94.10
National Bank of China, Limited	10,025	£7	£6		\$74,099	\$2 (London 3/6) for 1903		\$47 buyers
MARINE INSURANCES.								
Anton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	11,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000 \$2,000,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,150,000 \$150,000 \$800,000 \$15,527	\$2,792,271	Interim div. of 30 for 1905	4 1/2 %	1775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$239,488 \$2,616 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	1170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$2,000,000 \$2,616	\$344,098	\$6 for 1904	6 1/2 %	195 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$324 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$204,638	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$103,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,558	Nil.	\$24 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$280,558	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$274
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$1,000,000	£2,452	10/- @ ex. 2/11 9/16 = \$16.9	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 40,000 \$400,000	Tls. 23,156	{ Interim div. of Tls. 24 { Interim div. of Tls. 14	9 %	Tls. 56 sales
" (Preference)	100,000	£1	£1	\$4,144	£207,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 50 1/2 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$55,000 \$32,857	\$218	{ \$1.50 { \$0.75 for year ending 30.1.1906	4 1/2 %	\$254 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 30,479 Tls. 48,000 Tls. 81,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$850,000 \$450,000 \$80,129 Tls. 100,000	£40,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	\$132,588	\$4 for 1897		\$22
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 3,723	Tls. 24 for year ending 30.6.04		Tls. 83 sellers
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000				
MINING.								
Chinese Engineering and Mining Company, Ltd.	200,000	£1	£1	{ £110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	7 %	Tls. 9.20 sales
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Sub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4,873 £1	Dr. £8,745	No. 12 of 1/- = 48 cents		\$9
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,615	\$2 for 1905	1 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$10,160 \$20,000	\$20,040	\$24 for a/c 1906	6 1/2 %	188 buyers
Yong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$45,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$151
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$88,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 3,997 Tls. 57,065	Tls. 5,668	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 2274 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000		Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102
Star House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	1284 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 { 7 % on \$74 for 1905	10 1/2 %	\$18 buyers
" (new issue)	24,000	\$15	\$15	none		None		\$154 buyers
" (Founders')	123	\$15	\$15	none				\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,975 \$19,075	110,057	\$5 for first half-year for 1906	9 %	\$1124
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$20,000 Tls. 30,783	167,839	Interim div. of \$33 account 1906	6 1/2 %	\$102 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 225 Tls. 1,935	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 154 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$20,000 \$208,386	\$4,699	Final of \$6 making \$10	12 1/2 %	Tls. 2274 buyers
Thompsons Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,000,000 \$50,000	\$5,070	80 cents for 1905	7 %	\$114 buyers
Lawson Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$24 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 96 sales
" (new issue)	26,000	Tls. 50	Tls. 50	none	\$772	Interim div. of \$2 account 1906	8 %	Tls. 574 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none				
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 200,000	Tls. 8 for year ended 31. 6. 1905	11 %	Tls. 724 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	\$21,660	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	9 1/2 %	Tls. 70 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$101 buyers
Bell's Asbestos-Eastern Agency, Limited	8,604	12/6	12/6	£814	£86	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 1,89	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 31.7.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$18,000 \$25,000	\$1,581	80 cents for 1905	8 1/2 %	\$93
Dairy Farm Company, Limited	25,000	\$74	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$18
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$188,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$4 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 { 80 cents for 10 months ending 18.10.05	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$10,000 \$80,000	\$2,706	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000 \$64,000	\$2,776	Int. div. of \$4 for 1-year ended 30.6.06	7 %	\$256
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$50,000 \$2,500	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$15,000	\$88	Final of 50 cents making \$1 for the year	16 1/2 %	\$7 buyers
Maatschappij tot Mijde, Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 57,500 Tls. 27,603	Tls. 10,374	{ Third interim div. of Tls. 74 making { Tls. 224 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 235 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 34 account { 1906	6 1/2 %	Tls. 220 buyers
" (new)	8,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 1324 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 Tls. 24,820	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 { Interim div. of 5/- for 1-year 1906		Tls. 350 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	none	Dr. \$41,934	None	8 1/2 %	Tls. 290 sales
South China Morning Post, Limited	7,200	\$25	\$25	none	\$1,134	50 cents for year ended 31.10.05	8 1/2 %	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none				\$6
Swanton Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,013	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$15,000 \$5,000	\$752	{ 70 cents for year ended 31.5.1906 { \$0.93	8 1/2 %	\$9
" (Founders')	100	\$10	\$10	\$30,000 \$5,000	\$7,734	Final of 50 cents making \$1 for 1905	8 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$30,000 \$5,000		Final of 50 cents making \$1 for 1905	8 %	\$124
William Powell, Limited	15,000	\$10	\$10	-\$4,500	115,82	{ Final of 3 cts. making 83 cts. for the year ended 30th June, 1906	10 %	\$8